

Independence Enterprise

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SOMETHING IS RADICALLY WRONG.

There is something radically wrong in the methods of the state highway commission. This has been forcibly brought to the attention of Polk county folks in the highway fight. By this eminent body legislative enactments are regarded as "mere scraps of paper."

The Enterprise has always had a notion that the highway commission should play the game fairly. Its members have taken an oath to support the laws of the state of Oregon. Are they doing it in the Polk county case?

The legislature, in an act creating the highway commission, specified that the west side Pacific highway shall run through Dallas and Independence, and by referendum was adopted by the people. The provisions of the act were plain enough to be easily understood. It may not be the best route which could have been selected for the through tourist and the consequent direct profit to Portland. However, this does not enter into the case.

In laying out this highway the commissioners ignored Dallas and Independence. Perfectly aware of the provisions of the legislative act, unlike law-abiding officers, they attempted to accomplish their end by the steam roller process. Their propaganda has been spread by the Portland papers and through other sources, until Polk county is pointed out as an obstructionist of the worst kind.

Law enforcement is one of the duties of Oregon's chief executive officer. When Governor Olcott was presented with a monstrous petition asking that he require the commissioners to follow the law in this instance he "passed the buck" to the commission, and of course nothing was accomplished.

No doubt the commissioners believe that the route they selected is better than the one fixed by the legislature. This might be questioned but there is no intention to do so at this time. Well and good. Then why did not they attempt to make the change legally? If their cause was so just, as they contend, it would have been an easy matter to get a legislature to amend the act or a supreme court decision on the legality of the present one.

Instead of doing this and with an implied attitude of utter indifference to the wishes of the people, they are attempting to follow their own inclinations. In order to prevent this and maintain law enforcement, it has been necessary for Dallas and Independence to put up a fight. It has cost many a dollar and will probably cost many more before the matter is finally settled. Yet neither town has any inclination to lay down.

MISSTATMENTS BY THE OREGONIAN.

Misstatements characterize a story which appeared in last Wednesday's Oregonian concerning the west side Pacific highway. It has all of the earmarks of having been an inspira-

tion, and is in keeping with other articles which have been printed in that paper from time to time, in which propaganda for the state highway commission has been lavishly spread irrespective of facts.

In its zeal in upholding the highway commission in this matter the Oregonian has apparently cast aside every vestige of fair play. Accompanying the story is a map of the highway in question, inaccurately drawn, and it is not hard to imagine that the inaccuracies are favorable to the commission.

Possibly the Oregonian may be laboring under a delusion, hence it may be timely to state here that all Dallas and Independence are demanding is that a provision of the 1917 highway act be carried out in good faith. This act, which created the present commission, provides: "The Pacific highway from the Multnomah county line through Washington county and Yamhill county, by way of Hillsboro, Forest Grove, McMinnville to Dallas, Monmouth and Independence, in Polk county; to Corvallis and Monroe in Benton county, and through Eugene to the north line of Benton county."

Here's the story as it appeared in the Oregonian:

Dallas people have apparently won a barren victory in the decision of Circuit Judge McCourt. Before the end of the season Dallas would have had a paved road to Salem, but the court decision blocks the paving plans of the state highway commission.

The pavement between Salem and Rickreall has been finished and the paving plant is being shifted from Eola to Rickreall to pave the four miles from Rickreall to Dallas, but the court order will now leave Dallas four miles from pavement.

But for the Dallas people going into court and insisting that the Pacific highway pass through their town instead of the town being connected with the highway by a stub, the state highway work in Polk county would have been near completion by the end of this year.

Now because of legal obstacles, the work must virtually stop—has been ordered stopped in places—and this puts the road programme in Polk county at a standstill until next year, in all probability, and possibly longer. For, although the court may say where the highway must run, there are so many pressing projects throughout the state that others cannot be sidetracked in order to immediately improve such locations as a court indicates.

The highway commission located the Pacific highway from McMinnville south on a straight line to Monmouth. This straight road left Dallas four miles to the west and Independence two miles to the east. The commission decided to build spurs from the highway to these two towns rather than twist the highway.

Contracts have been let for most of the highway mileage in Polk county on this programme, and some of the road has been paved. From Salem to Rickreall the hard-surface is finished and the contractor was preparing to connect Dallas with Rickreall with hard-surface, but the court has ordered the work stopped. The court has also ordered stopped the work between Independence and Monmouth.

As the court has decided, the Pacific highway will begin a meandering course from about Holmes' Gap to Dallas, then wander back to about Rickreall, and amble off again toward Independence, forming a zig-zag and increasing the mileage of the Pacific highway, which means increasing the cost of building the road through Polk county.

Inaccuracy No. 1—"The paving between Rickreall and Salem has been finished."

In the first place this is designated as a post road, and is finished only to Brunk's corner, a distance of three miles from Rickreall.

Inaccuracy No. 2—"From Salem to Rickreall the hard surface is finish-

ed and the contractor was preparing to connect Dallas with Rickreall with hard surface but the court has ordered this work stopped."

The court has not ordered this work stopped, as this road forms no part of the Pacific highway.

Inaccuracy No. 3—"The court has also ordered stopped the work between Independence and Monmouth."

This road has been paved for several years.

Inaccuracy No. 4—"As the court has decided, the Pacific highway will begin a meandering course from about Holmes' Gap to Dallas, then wander back to about Rickreall, and amble off again toward Independence, forming a zig-zag and increasing the mileage of the Pacific highway which means increasing the cost of building the road through Polk county."

There is nothing in Judge McCourt's decision which requires the highway to be built through Holmes' Gap or Rickreall. Neither will there be any zig-zag from Rickreall to Independence. The highway will go through Monmouth to Independence and south to Corvallis, between these points following the course the commission may determine. Going north from Monmouth the highway must go through Dallas and from Dallas to McMinnville, but there is nothing in the court order or the legislative act which requires it to touch any intermediate points between these places.

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Was Once Famous Port.

Hythe, England, has played a prominent part in history since medieval or modern times in spite of the fact that few in this country had heard of it. It is one of the famous and often discussed Cinque ports which strategically situated along the English channel, had special feudal and political privileges and which today are especially governed, in name at least, by a lord warden. These ports were the main source of supply for warships until about the year 1550, and upon them depended in large part the duty of protecting England from the danger of continental invasion.

Kama, a Hindu God of Love.

Kama is the Hindu god of love. In one account he springs from Brahma's heart. He is armed with a bow and arrows, the bow being of sugar cane, the bowstring a line of bees, and each of the five arrows tipped with a distinct flower, supposed to conquer one of the five senses. He rides on a parrot or sparrow, attended by nymphs one of whom bears his banner displaying the Makara, or a fish on a red ground. His wife is Rati (pleasure) or Priti (affection), his daughter Tirsha (thirst or desire), and his son is Anuruddha (the unrestrained).

TIME CARD ON VALLEY & SLETS RAILWAY

Effective Sunday Jan. 10
The Valley & Slets Railway will run a train leaving Independence 7.45 a. m. going through to arriving there 10 a. m. leaving 4.45 p. m. arriving Independence 7 p. m. leaving at 7.25 p. m. Sportsmen will have opportunity to whip the train.

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